



COUNTY OF SAN DIEGO DEPARTMENT OF PUBLIC WORKS

Frequently Asked Questions (FAQ's)
Transportation Impact Fee (TIF)



Q: Why isn't the [TIF program cost percentage reduction](#) the same from the old to the new program the same as the GP Mobility Element (ME) build out portion (Please reference [Summary Sheet Pie Chart](#)) in other words why isn't the relationship linear?

A: The reduction in TIF is not tied directly to build out ME costs, but is a relationship between land use intensities and network changes. The differences between the new GP and the new TIF network reflect these changes and are not evenly matched between land use intensities and mobility network downgrades/deletions and acceptance at LOS E/F.

Q: Why are there three (3) program options?

A: The primary objective of the TIF update is to align with the General Plan Update. That objective is complete and is represented the first program option; Residential and Non-Residential Credit. This credit program represents a lower total cost and therefore lowers fee rates. We could have stopped there; however, as has been direction in the past, we were instructed to explore ways to lower fee rates even further.

One way to do that is to estimate the amount of frontage improvements undeveloped parcels will make on to the future TIF network. Those costs can be programmatically removed and thus reduce fee rates even further. That is represented by the Residential Credit (current program format) and Built-In Credit scenario, respectively.

By having these three options, the department is not identifying a preferred program and it will give the public and stakeholders a chance to voice their support or opposition to a particular program and give input to the ultimate decision makers, the Board of Supervisors.

Q: Why isn't road "X" part of the TIF network?

A: Roadways that *are* part of the TIF network are those that are needed to accommodate future County growth and receive a proportionate share from future development. If a particular roadway is *not* listed, it may still be improved and/or built to a specific ME classification, just not with future developments contribution (TIF funds), it may have existing deficiencies or outside growth related deficiencies, which by law, the TIF cannot collect for.

Q: Can you require construction and pay a fee for the same location?

A: No, we cannot. In scenarios when credit is applied to the program, the assumed frontage improvements of vacant developable land has been applied and removed from the total cost of TIF improvements; thus lowering total program costs and lowering fee rates. There will remain other facilities to pay for, but no TIF facility is being double counted, collected or improved.

Q: When will the County have enough TIF funds to build these improvements?

A: TIF funds are used in combination with other funding sources to design, engineer and build the County's Mobility Element roadways. As TIF funds come in, they are dependent on the pace of development; they are pooled and used with other sources to move projects along from design to completion.

Q: Can a community planning/sponsor group or developer make a recommended change to the Board about the TIF network?

A: Not about the TIF network directly. The TIF is derived from the analysis documented in the [Transportation Needs Assessment](#) and is based on the land use and road network changes of the General Plan Update. Therefore any changes to the TIF would be made top down via land use or Mobility Element [General Plan](#) amendments (GPA's) and those go through the Board for final approval.

Q: I paid my TIF after the General Plan Update was adopted, do I get a refund?

A: The TIF ordinance states that the time when TIF is paid (generally at building permit issuance) is the TIF in effect. [See Section 77.209](#). The new lower fees have to be adopted by the Board and have an effective date 30 days after.

Q: How do GPA projects fit in with the TIF program?

A: GPA projects will have to conduct extra analysis to show that they are mitigating their cumulative impacts beyond what the TIF covers as they are beyond the scope of the General Plan EIR. TIF payment will be required on top of additional physical mitigation and funding an updated to the TIF program.

Q: What is the RTCIP and how does the TIF program address it?

A: The County like all other local agencies must collect a \$2,123 (\$2,165 as of July 1, 2012) for each new residential unit per the voter approved (2008) Trans Net Ordinance (administered by SANDAG). This Regional Transportation Congestion Improvement Program (RTCIP) keeps the County eligible for Trans Net funding for road improvement projects (approximately \$13 million per year).

[SANDAG Trans Net Ordinance \(RTCIP requirement Section 9.C\)](#)

Q: What about existing fund balances and existing program commitments?

A: In the Transportation Needs Assessment, you will find a broad description of the exiting fund balances that will be carried over in to the new program (approximately \$14 million) and the existing program commitments of approximately \$17 million.

Q: Why are future Mobility Element (ME) roadway facilities not 100% TIF eligible?

A: Future ME roadway facilities are not intended to exclusively mitigate the cumulative traffic impacts associated with future County development and are therefore are not the full responsibility of the TIF program. Future ME roadway facilities may elevate existing deficiencies along parallel facilities, provide additional access to parts of the County that are currently underserved by the existing roadway network, and/or alleviate deficiencies associated with growth outside of the County (such as tribal casinos, Camp Pendleton and growth within adjacent jurisdictions that may utilize County roadways). As part of the TIF Transportation Needs Assessment, future roadway facilities were initially classified based upon existing traffic and traffic generated by growth outside of the County that are projected to utilize the future segment of roadway. These improvements were then removed from the TIF program since they are not associated with the cumulative impacts of future County development. The remaining roadway improvements required to construct the future roadway segment to its ME classification were assigned to future County development and included in the TIF program. When a road way is not 100% TIF eligible the remainder of funding for full ME improvement will come from Gas Tax, TransNet, or developer contributions to the specific road improvement as portion of existing deficiency, which, *by law*, the TIF cannot collect for.

TIF Eligible Improvements Sample Calculations

Example (Existing Roadway): Old Highway 80 between Pecan Park Lane and Chimney Rock Lane (Lakeside)

Functional Classification: Light Collector (2-lanes no median, equivalent to ME 2.2E)
Segment Length: 0.74 miles

Step 1: Existing+OutsideGrowth (E+OG) Improvement Cost (Not Covered by TIF Program)

Required Classification Under Existing Plus Outside Growth (E+OG) Conditions¹: 2.1A

Base Improvement Cost²: Light Collector → 2.1A = \$4.09 million / mile

Total E+OG Improvement Cost: 0.74 miles X \$4.09 million / mile = \$3.03 million

Step 2: Mobility Element (ME) Improvement Cost

Mobility Element Classification: 4.1B

Base Improvement Cost²: Light Collector → 4.1B = \$7.06 million / mile

Total ME Improvement Cost: 0.74 miles X \$7.06 million / mile = \$5.22 million

Step 3: TIF Improvement Cost

TIF Cost = ME Improvement Cost – E+OG Improvement Cost

\$5.22 million - \$3.03 million = \$2.19 million

Step 4: Percent of Full ME Improvement Cost in Which the TIF Program Will Fund (TIF %)

TIF % = TIF Cost / ME Improvement Cost

\$2.19 million / \$5.22 million = 42.0%

Remainder of funding for full ME improvement will come from Gas Tax, Trans Net, or developer contributions to the specific road improvement as portion of existing deficiency, which, *by law*, the TIF cannot collect for.

Example (Future Roadway): Mapleview Street between Industry Road and Channel Road (Lakeside)

Functional Classification: Not Yet Constructed
Segment Length: 0.39 miles

Step 1: E+OG Improvement Cost (Not Covered by TIF)

Required Classification Under Existing Plus Outside Growth (E+OG) Conditions¹: 2.2E

Base Improvement Cost²: New construction of a 2.2E facility = \$12.75 million / mile

Total E+OG Improvement Cost: 0.39 miles X \$12.75 million / mile = \$4.97 million

Step 2: ME Improvement Cost

Mobility Element Classification: 4.1A

Base Improvement Cost²: New construction of a 4.1A facility = \$22.70 million / mile

Total ME Improvement Cost: 0.39 miles X \$22.70 million / mile = \$8.85 million

Step 3: TIF Improvement Cost

¹ E+OG: These improvements were determined utilizing the SANDAG Series 10 County of San Diego (GPU) Transportation Model. A single combined model forecast was undertaken to identify the improvements that would not be TIF eligible. The forecast model run utilized the ME roadway network and assumed existing land uses (2007) within the unincorporated County and 2030 land uses and the 2030 roadway network (SANDAG RTP) throughout the rest of the region.

² Base Cost: See Table 3.1 of the Transportation Needs Assessment

TIF Cost = ME Improvement Cost – E+OG Improvement Cost
\$8.85 million - \$4.97 million = \$3.88 million

Step 4: Percent of Full ME Improvement Cost in Which the TIF Program Will Fund (TIF %)

TIF % = TIF Cost / ME Improvement Cost
\$3.88 million / \$8.85 million = 43.8%

Remainder of funding for full ME improvement will come from Gas Tax, Trans Net, or developer contributions to the specific road improvement as portion of existing deficiency, which, *by law*, the TIF cannot collect for.

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